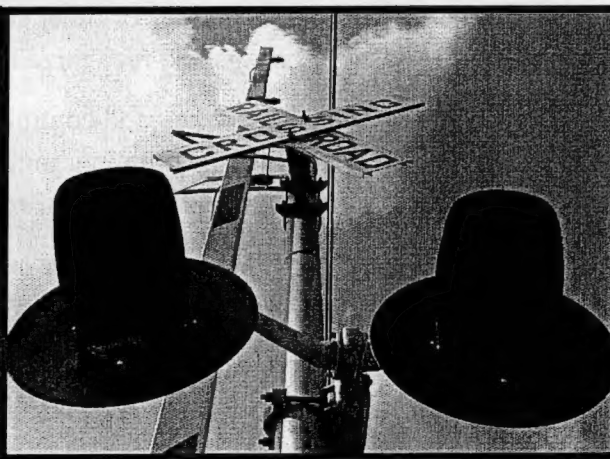
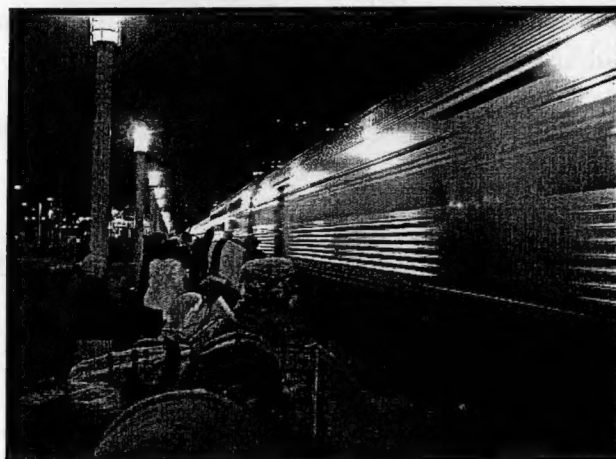
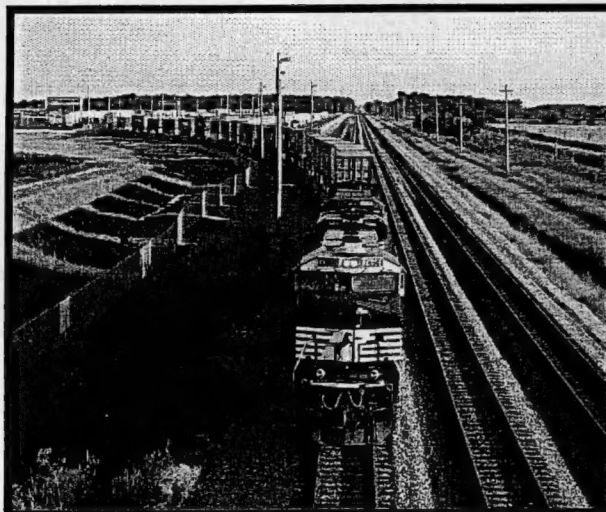




2009-2010 Report

Ohio Rail Development Commission



Ohio Moves by Rail

ORDC's Mission

The Ohio Rail Development Commission was created in 1994 under Ohio Revised Code Chapter 4981 as an independent commission within the Ohio Department of Transportation.

ORDC's mission is to plan, promote, and implement the improved movement of goods and people faster and safer on a rail transportation network connecting Ohio to the nation and the world. This is done through a coordinated freight and passenger rail system which is an integral part of a seamless, intermodal transportation network contributing to Ohio's quality of life and economic development.

ORDC accomplishes its mission through three main program areas:

- **Improving safety at highway/railroad grade crossings**
- **Assisting with freight rail project development**
- **Passenger rail planning and development**

"Bringing public and private parties together to fund rail-based solutions that create or expand business and jobs goes to the heart of what the ORDC does so well."

-James Bradley, ORDC Chairman

Here's how we get the job done:

- Partnering with the Public Utilities Commission of Ohio (PUCO), local highway and transportation officials and the railroads to identify grade crossing safety issues and execute solutions.
- Using the "value-added" benefits of our structure as an independent Commission based on our ability to partner with either private sector entities or other state agencies, to contract with nearly anyone on any kind of project that has a rail nexus and recognized public benefits.
- ORDC's structure provides consistency and continuity with bi-partisan appointed Commissioners and broad Commissioner backgrounds in shipping, multi-modal logistics, business, labor, engineering, economic development, freight and passenger railroading and overall transportation planning.
- ORDC's growing "track record" in attracting, leveraging and administering federal funding for freight, passenger and safety projects such as the NS Heartland Corridor, CSX National Gateway and the Springfield "Safety Zone."

Director's Message: Matthew Dietrich

Looking back, this past fiscal year has been a year of contradictions. Just consider the following:

We are administering more projects than ever before, but our on-going state resources continue to decline with the next state budget predicted to be one of the most challenging in decades.

Both state and federal policy makers have discovered the public benefits of a holistic, multi-modal approach to transportation planning, yet the programs and funding do not fully reflect this change.

The national approach to multi-modal transportation also comes at a time when the revenues for traditional highway funding are declining and there is growing regulatory pressure on the rail industry.

Ohio was successful in receiving a grant to develop passenger rail service in the 3C corridor, but this project has not been universally viewed as a positive development.

Moving forward into the next fiscal year, ORDC's focus must be on the following:

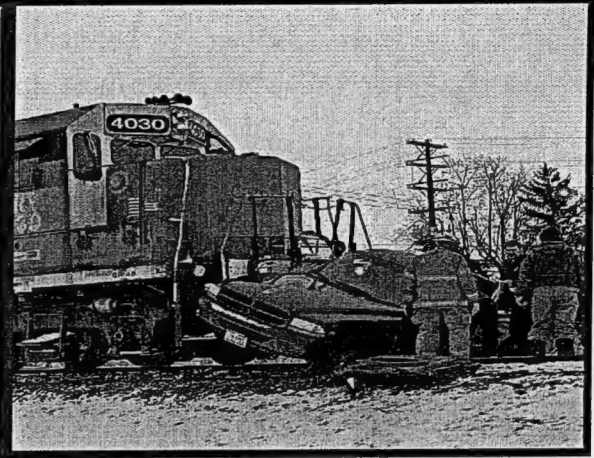
1. **Safety must continue to be our first priority:** Whether it is directly related to our highway-rail grade crossing safety program, or our freight and passenger rail projects, safety has to be a priority for all of our programs.
2. **Delivery of the rail projects in the pipeline:** Right now in addition to ORDC's budget, we are managing \$75 million of ARRA stimulus projects and \$98 million for the National Gateway. First and foremost, as stewards of public funds, we must bring these projects to a successful conclusion.
3. **Passenger Rail:** ORDC must ensure that it provides the appropriate support to ODOT to develop the 3C project. For ORDC, the success of the 3C project cannot just be measured by establishing passenger rail service, it must be judged by our success in ensuring that the project continues to be developed following the model established with our previous efforts where passenger and freight rail successfully coexist.
4. **State Rail Plan:** Through our efforts with Phase 2 of the State Rail Plan, we will develop quantitative measures that help to justify continued and increasing public investment in rail.
5. **Fiscal Year 2012-2013 Budget:** Given the challenging budget environment that the State of Ohio will be facing, we must demonstrate that our grant and loan budget is the only source of public financing for "outside the fence" public investment in rail infrastructure necessary to support development in Ohio. We also need to demonstrate that the value of the Rail Commission to Ohio extends far beyond our budget, including the ability to enter into public-private partnerships that do not normally exist in traditional DOT structures. With the administration of the National Gateway project, our in-house rail expertise helping companies in Ohio with rail-related issues and our strong partnerships built over the years with the various freight railroads, we have a documented record of showing how we can be responsive to the needs of Ohio's businesses and citizens.

Finally, I cannot say enough about the dedication of the Commission staff. This past year we said farewell to some longtime friends and colleagues, Bev Lee and Wende Jourdan, and welcomed new ones, Suzy Pettet and Tom Burns. Between relocating our offices, taking reductions of pay and work hours, learning new federal processes that came with stimulus funds, or the new found attention to passenger rail, both good and bad, the Rail Commission staff has handled it all with grace and professionalism. The success of this agency in the past year is because of its 16 staff members.

Railroad Grade Crossing Safety



Lakewood, Ohio 1940's



Washington Court House, Ohio 2010

As long as roadways and railroads have crossed each other, so have motor vehicles and trains, too often with tragic results. Since the mid-1990's, the Ohio Rail Development Commission has made grade crossing safety a priority. Those efforts are a major reason the toll from car-train collisions have been reduced to record low levels.

ORDC views one accident, death or injury at Ohio's approximately 6,100 grade crossings as one too many. Working in partnership with the Ohio Department of Transportation (ODOT) and the Public Utilities Commission of Ohio (PUCO), as well as crossing safety advocates at Operation Lifesaver and the Angels on Track Foundation, we have undertaken both grade crossing safety upgrades to modern lights and gates and supported public education about grade crossing and railroad corridor safety.

ORDC uses Federal Highway Administration funds allocated by the Ohio Department of Transportation to fund at-grade crossing safety improvements. For State FY 2010, the total federal expenditures in the grade crossing safety programs for the State of Ohio were \$25,666,940. In addition, the ORDC administered \$434,661 in additional funds on behalf of other entities using non-federal funds, bringing the grand total of investment administered by the ORDC \$26,101,601.

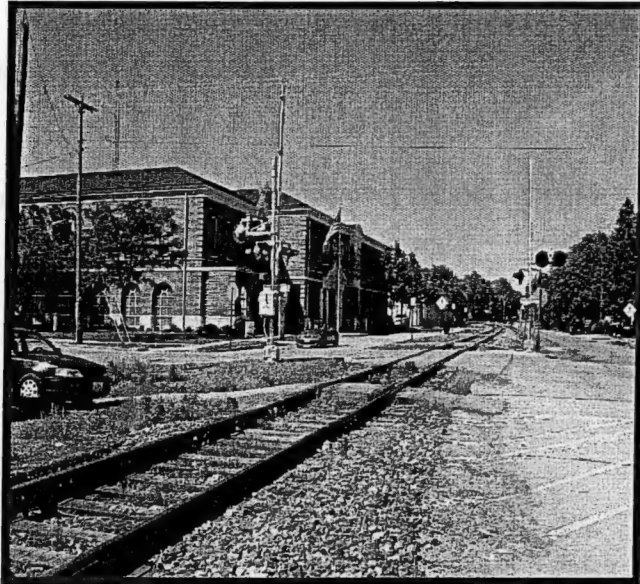
By the numbers:

- 3,111 of Ohio's 6,100 public grade crossings are now equipped with modern lights and gates
- 101 grade crossings have been closed since the year 2000
- Grade crossing accidents, fatalities and injuries have been reduced to a record 10-year low

	Calendar Years										
	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
<u>CRASHES</u>	127	143	123	120	112	117	122	108	113	82	55
<u>FATALITIES</u>	19	15	21	20	11	13	7	15	8	11	6
<u>INJURIES</u>	46	40	41	36	44	32	32	30	40	31	18

Major Safety Projects

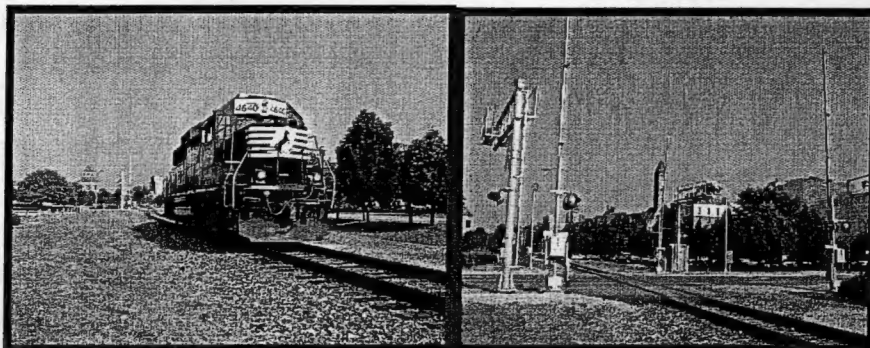
- **Perrysburg Crossing Consolidation:** Closure of three grade crossings and state-of-the-art upgrades (lights and gates) to the last three remaining passive crossings on the CSX corridor through the City of Perrysburg.



CSX Corridor at Perrysburg

"This collaborative effort insured that every railroad crossing in our city is now protected with gates and lights and we are grateful for the substantial investment by the Ohio Rail Development Commission. I also express my appreciation to CSX for their valuable assistance and extensive work on this public safety initiative." – Nelson D. Evans, Perrysburg Mayor

- **Delphos Safety Corridor:** A \$1.2 million dollar ARRA-funded project to install new lights and gates at eight grade crossings in the City of Delphos along the Chicago, Fort Wayne & Eastern Railroad (Rail America) right of way.
- **Springfield Quiet Zone Project:** \$6.5 million (combined Federal, Local & Railroad) involving the closure of five crossings, four grade crossing upgrades with 4-quadrant light and gate installations and remaining crossings equipped with upgraded signal technology and wayside horns. These improvements enabled the City to apply to the Federal Railroad Administration for a Q2 designation.

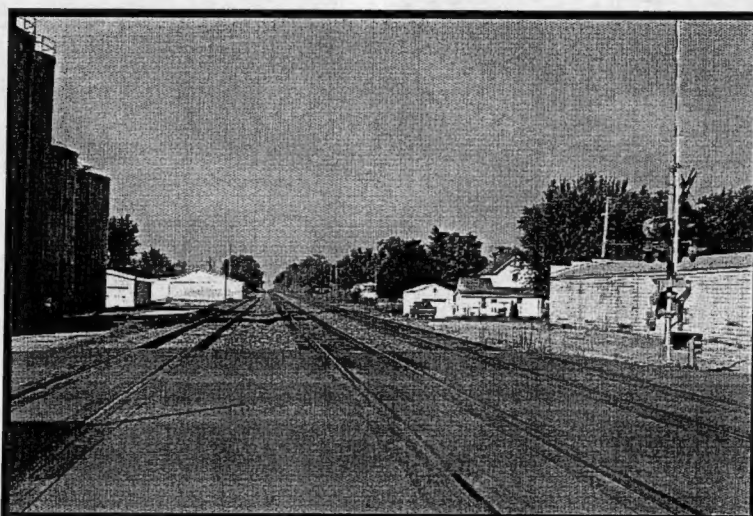


Springfield Quiet Zone

Rail Corridor Program

In an effort to take advantage of economies of scale and the closure of redundant crossings, the State of Ohio promotes the concept of upgrading segments of rail with multiple crossings, at one time.

- The **Norfolk Southern CJ Corridor** spans eight (8) Ohio counties between Columbus and Cincinnati. There are a total of 115 public, at-grade crossings on the corridor. All crossings will be addressed by the installation of state of the art flashing lights and roadway gates, modernized circuitry or closure of the roadway. The objective of the corridor approach is to "seal" the corridor by installing flashing lights and roadway gates at all remaining public, at-grade crossings.
- In FY 2010, CSX and ORDC identified a new corridor to be funded over the next several fiscal years. The line from Galion to Union City, Great Lakes Division and Indianapolis Line Sub-Division, will be addressed. The corridor has 123 public at-grade crossings.



CSX Indianapolis Line at Mt. Victory, Ohio

Preemption Program

ODOT and the ORDC launched a joint Statewide Railroad Preemption Evaluation Project in 2009. The purpose of the project is to evaluate and prioritize improvements for highway-rail grade crossings and nearby highway traffic signals that are or should be interconnected for the purpose of interrupting the normal sequence of the traffic signal in order to clear vehicular traffic from the crossing area before train arrival at the crossing. It is imperative that these two traffic control systems work together to avoid tragic situations such as the one that arose in Fox River Grove, Illinois, in 1995, where a school bus was struck by a Metra commuter train resulting in seven fatalities. One of the most significant factors in this collision was the failure of the traffic control signal to provide adequate time for the school bus to move clear of the crossing prior to arrival of the train. Similar accidents, albeit with less publicity, continue to happen across the country on a regular basis. ORDC and ODOT's goal is to reduce this type of accident by developing and implementing standards for establishing appropriate railroad preemption timing parameters and making other improvements to the operations and control equipment for both the highway-rail grade crossing and highway traffic signal systems.

The ODOT Traffic Engineering Manual Standard was finalized in March of 2010 and the list of active projects is growing. For Fiscal Year 2010 a total of twelve (12) preemption projects were funded and significant ORDC Safety Section staff time is being utilized on over 20 community projects outlined below:

Allen County, City of Lima, (1 project)
 Butler County, City of Middletown, City of Oxford (3 projects)
 CaRailwayoll County, City of CaRailwayollton (1 project)
 Cuyahoga County, Cities of Bay Village and Westlake, City of Bedford (3 projects)
 Fairfield County, Pickerington Road (1 project)
 Franklin County, Waggoner Road, Georgesville Road (2 projects)
 Hamilton County, City of Deer Park (2 projects)
 Licking County, City of Newark (2 projects)
 Lucas County, City of Toledo (1 project)

Madison County, City of London (1 project)
 Mahoning County, Boardman (1 project)
 Medina County, City of Medina (1 project)
 Montgomery County, City of Dayton (2 projects)
 Montgomery County, West CaRailwayollton (1 project)
 Putnam County, Village of Columbus Grove (1 project)
 Stark County, City of Canton, Village of Hartville (2 projects)
 Summit County, City of Akron (2 projects)
 Tuscarawas County (1 project)

2009 Safety Projects

67 total projects funded:

County	Location	Crossing #	Project Type
Allen	S. Pierce Street	532743U	Lights & Gates
Allen	S. Franklin	532744B	Lights & Gates
Allen	SR66-11.60, S. Main St.	532745H	Lights & Gates
Allen	Main Street (Village of Cairo)	155699U	Lights & Gates
Ashtabula	US 6-18.97	503124J	Lights & Gates
Butler	Oxford-Middletown Road, TR 28	525187A	Lights & Gates
Champaign	Thackery Rd, CR 79	258740V	Lights & Gates
Cuyahoga	McCracken Rd. (City of Garfield Heights)	524232N	Lights & Gates
Erie	CR122, Rye Beach Road	524059N	Lights & Gates
Franklin	Georgesville Road, CR26	518924P	Surface Reconstruction
Fulton	Wauseon, Fulton St	509509V	Lights & Gates
Fulton	County Road D	509519B	Lights & Gates
Hancock	Church St. (Village of McComb)	472479W	Lights & Gates
Hancock	TR256 (Washington Township)	472447R	Closure
Hancock	TR261 (Washington Township)	472441A	Lights & Gates
Marion	High Street (Village of Caledonia)	262056S	Lights & Gates
Marion	Main Street (Village of Caledonia)	262055K	Lights & Gates
Marion	NW Industrial Connector		Grade Separation
Medina	Boston Road, T 13	141917H	Lights & Gates
Medina	Oeerview Lane, T 160	142500P	Lights & Gates
Medina	Myrtle Hill, CR 63	002065A	Lights & Gates
Medina	Vandenark, CR 31	156175L	Lights & Gates
Medina	SR83-1.86, Avon Lake Road	473553C	Lights & Gates
Mercer	County Road	477015J	Closure-bike path project
Mercer	Schunk Road	477029S	

Morrow	Marion-Johnsonville Rd, TR59 (Washington Twp.)	518336G	Lights & Gates
Putnam	E. Liberty Street (Village of Leipsic)	155736U	Lights & Gates
Putnam	South Street (Village of Leipsic)	472502N	Lights & Gates
Putnam	SR65-19.11	472498B	Lights & Gates
Putnam	TR P9 (Pleasant Twp.)	155713M	Lights & Gates
Richland	Springmill North Road, TR208	502669K	Closure
Richland	Leppo Road, TR 283 (ASRY)	152170N	Lights & Gates
Richland	Leppo Road, TR 283 (NS)	502668D	Lights & Gates
	SR21-5.38, Main Street (Village of Navarre)	474318H	Lights & Gates
Stark			
Summit	Merriman Rd, City of Akron	002126N	Lights & Gates
Summit	North St, City of Akron	002132S	Lights & Gates
Union	Dog Leg Rd, TR 136 (Paris Twp.)	513818P	Lights & Gates
Union	Westlake-Lee, CR 137	513817H	Lights & Gates
Union	Hoover-Bault Rd, CR 219	513806V	Lights & Gates
Van Wert	Bredeick Street	532749K	Lights & Gates
Van Wert	SR697-6.73	532750E	Lights & Gates
Van Wert	Clay Street	532748D	Lights & Gates
Van Wert	Jefferson Street	532747W	Lights & Gates
Van Wert	S. Canal Street	532746P	Lights & Gates
Warren	Main Street (City of Mason)	525235M	Lights & Gates
Washington	CR60	156175L	Lights & Gates
Williams	Bryan, N. Union St	509546X	Lights & Gates
Wood	TR 17, Dowling Road	513622V	Lights & Gates
	SR 235, Main Street (Village of Hoytville)	142285F	Lights & Gates
Wood			
	TR 43, Range Line Rd (Jackson & Henry Twps)	142282K	Lights & Gates
Wood			
Wood	Pine Street	155824E	Closure
Wood	Cherry Street	155825L	Closure
Wood	Hickory Street	1558330	Closure
Wood	Walnut Street	155827A	Lights & Gates
Wood	Elm Street	155830H	Lights & Gates
Wood	Locust Street	155831P	Lights & Gates
Wood	TR 44, Potter Road	142281D	Closure
Wood	TR 45, Wingston Road	142280W	Closure
Wood	TR 135, Hough Road	142278V	Closure
Wood	Mitchell St (Village of North Baltimore)	142275A	Turnout & switch improvements
Wood	S. Second St (Village of North Baltimore)	147272E	Turnout & switch improvements
Wood	SR 18, Main St (Village of North Baltimore)	142271X	Turnout & switch improvements
Wood	Tar St. (Village of North Baltimore)	142270R	Turnout & switch improvements
Wood	Hull Prairie Rd, TR 97 (Middleton Twp.)	155811D	Lights & Gates
Wood			
Wood	Lincoln Street (Village of Tontogony)	155795W	Lights & Gates
Wood	Washington Street (Village of Tontogony)	155798S	Lights & Gates

2010 Safety Projects

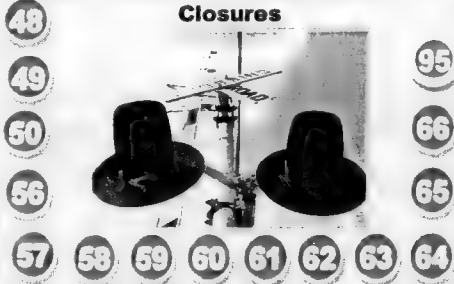
94 total projects funded:

County	Location	Crossing #	Project Type
Allen	Defiance Trail, CR50	532738X	Lights & Gates
Ashland	CR 1075	503096H	Lights & Gates
Auglaise	Buckland Holden Road, CR 190	258626V	Lights & Gates
Auglaise	Short Road, TR232 (Pusheta Twp.)	155272S	Lights & Gates
Butler	S. First Street (City of Trenton)	152421F	Lights & Gates
Butler	Ringwood Road, TR 49	154089H	Lights & Gates
Butler	Taylor Road, TR 45	154092R	Lights & Gates
Butler	Wildwood Avenue	524672E	Circuitry
Butler	Central Avenue	524677N	Circuitry & Preemption
Butler	First Avenue, SR122	524678V	Circuitry & Preemption
Butler	Woodlawn Avenue	524679C	Circuitry
Butler	Grand Avenue	524680W	Closure
Champaign	Dallas Road, CR 184	527960J	Lights & Gates
Champaign	Thackery Road, CR 79	258739B	Lights & Gates
Clark	Enon Road, CR 315	262210M	Lights & Gates
Clark	Haddix Road, CR 331	523524G	Lights & Gates
Clark	Old Mill Road, TR 95	523515H	Lights & Gates
Clark	Snider Road, TR 151	262213H	Lights & Gates
Clark	Tecumseh Road, TR 190	262208L	Lights & Gates
Cuyahoga	Main Street (Middleburg Hts)	141929C	Lights & Gates
Cuyahoga	W. Monroe Avenue	524347H	Close
Cuyahoga	S. Park Street	524346B	Close
Cuyahoga	N. Park Street	475970T	Lights & Gates & Surface
Cuyahoga	Powers Road	524342Y	Lights & Gates, Surface & Preemption
Cuyahoga	Willis Street	475971A	Surface
Cuyahoga	Sheldon Road	523940J	Circuitry
Darke	Jackson Street (Village of Ansonia)	538806S	Lights & Gates
Darke	Wolf Road, TR 176	538798C	Lights & Gates
Darke	Hole Road, TR 303	538785B	Lights & Gates
Erie	Potter Road, TR 98 (Groton Twp.)	481642P	Lights & Gates
Erie	Main Street, SR 60-9.81	524040W	Lights & Gates
Erie	Grand Street	5240410	Lights & Gates
Erie	Perry Street	524043S	Close
Erie	Adams Street	524045F	Lights & Gates
Fairfield	Pickerington Rd, CR20	228945G	Lights & Gates
Fairfield	Pickerington Road, CR 20	228945G	Lights & Gates
Fayette	Oakland Avenue (Washington C.H.)	151917K	Lights & Gates
Franklin	Amity Road, CR 12	525118S	Lights & Gates
Greene	Black Lane	523526V	Lights & Gates
Greene	Central Avenue (City of Fairborn)	527809G	Lights & Gates
Greene	Dayton-Yellow Springs (City of Fairborn)	527810B	Lights & Gates & Preemption
Greene	Spangler Road (City of Fairborn)	523527C	Lights & Gates
Greene	Xenia Drive (City of Fairborn)	523529R	Lights & Gates
Hamilton	S. State Street (Village of Harrison)	524800K	Lights & Gates
Hancock	TR108, Huntington Road (Allen Twp.)	513683L	Lights & Gates
Huron	CR150, New State Road	001983K	Lights & Gates
Logan	CR 20	513789G	Lights & Gates
Lucas	Laskey Road	258243T	Lights & Gates

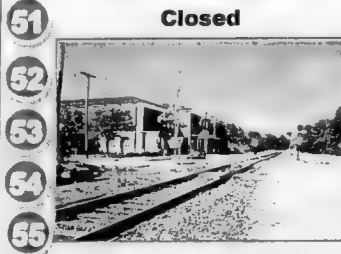
Madison	Plain City-Georgesville Road, SR 142-11.83	525120T	Lights & Gates
Madison	Gregg Road, CR 43	525133U	Lights & Gates
Madison	Spring Valley Road, CR 71	525139K	Lights & Gates
Madison	Davis Road, TR 95	527992P	Lights & Gates
Madison	Maple Street	525141L	Lights & Gates
Madison	Walnut Street	525142T	Circuitry & Preemption
Madison	SR 38-13.28, Main Street	528002B	Circuitry
Madison	Oak Street	528001U	Lights & Gates
Madison	Madison Road	527997Y	Lights & Gates
Madison	SR 42-6.35, West High Street	527996S	Circuitry
Mahoning	N. Meridian Road, CR 117	262368A	Lights & Gates
Medina	Congress Road, CR29	473563H	Lights & Gates
Medina	White Road, TR92 (Westfield Twp.)	473551N	Lights & Gates
Medina	S. Huntington	002085L	Circuitry & Preemption
Medina	W. Smith	002080C	Lights & Gates
Medina	S. Court Street	002088G	Lights & Gates & Preemption
Medina	S. Broadway	002089N	Circuitry & Preemption
Medina	Prospect Street	002084E	Circuitry
Medina	Elmwood Street	002087A	Lights & Gates
Medina	Medina Street	002083X	Lights & Gates
Medina	SR162-22.19, Sharon Central/Bonita Rd.	002096Y	Lights & Gates
Medina	Beat Road, TR 106	002067N	Lights & Gates
Medina	Stone Road, TR 74	002066G	Lights & Gates
Medina	Root Road, CR 58	002053F	Lights & Gates
Montgomery	Richard Street	524649K	Lights & Gates
Montgomery	E. Pearl Street	524651L	Circuitry
Montgomery	Maple Street	524653A	Circuitry
Montgomery	Central Avenue, 725-11.58	524654G	Circuitry
Montgomery	Park Avenue (ped x-ing)	524655N	Circuitry
Montgomery	Linden Avenue	524657C	Circuitry
Montgomery	Mound Avenue	524659R	Circuitry
Montgomery	Alex Road	524644B	Lights & Gates & Preemption
Perry	Adams Street (Village of Corning)	513424A	Lights & Gates
Portage	TR 9, Etter Road (Suffield Twp.)	472642R	Lights & Gates
Portage	TR 9, Etter Road	472642R	Lights & Gates
Ross	E. Second Street (City of Chillicothe)	481384M	Lights & Gates
Seneca	Reedtown Road, TR 126	481620P	Lights & Gates
Shelby	SR65-7.12	258659H	Surface
Stark	Belden Avenue SE, TR 294	474543A	Lights & Gates
Tuscarawas	TUS-Yoder Rd, TR 350 (Auburn Twp)	474256M	Lights & Gates
Tuscarawas	Pleasant Valley Road, CR37	510745W	Lights & Gates
Union	Adams Road, CR34	513297B	Lights & Gates
Wayne	Pleasant Home Road, CR 48	473528U	Lights & Gates
Wayne	Willow Road, CR228	503073B	Lights & Gates
Wood	W. Millgrove Rd., CR228	228800V	Lights & Gates

ORDC 2009-2010 Safety Projects Map

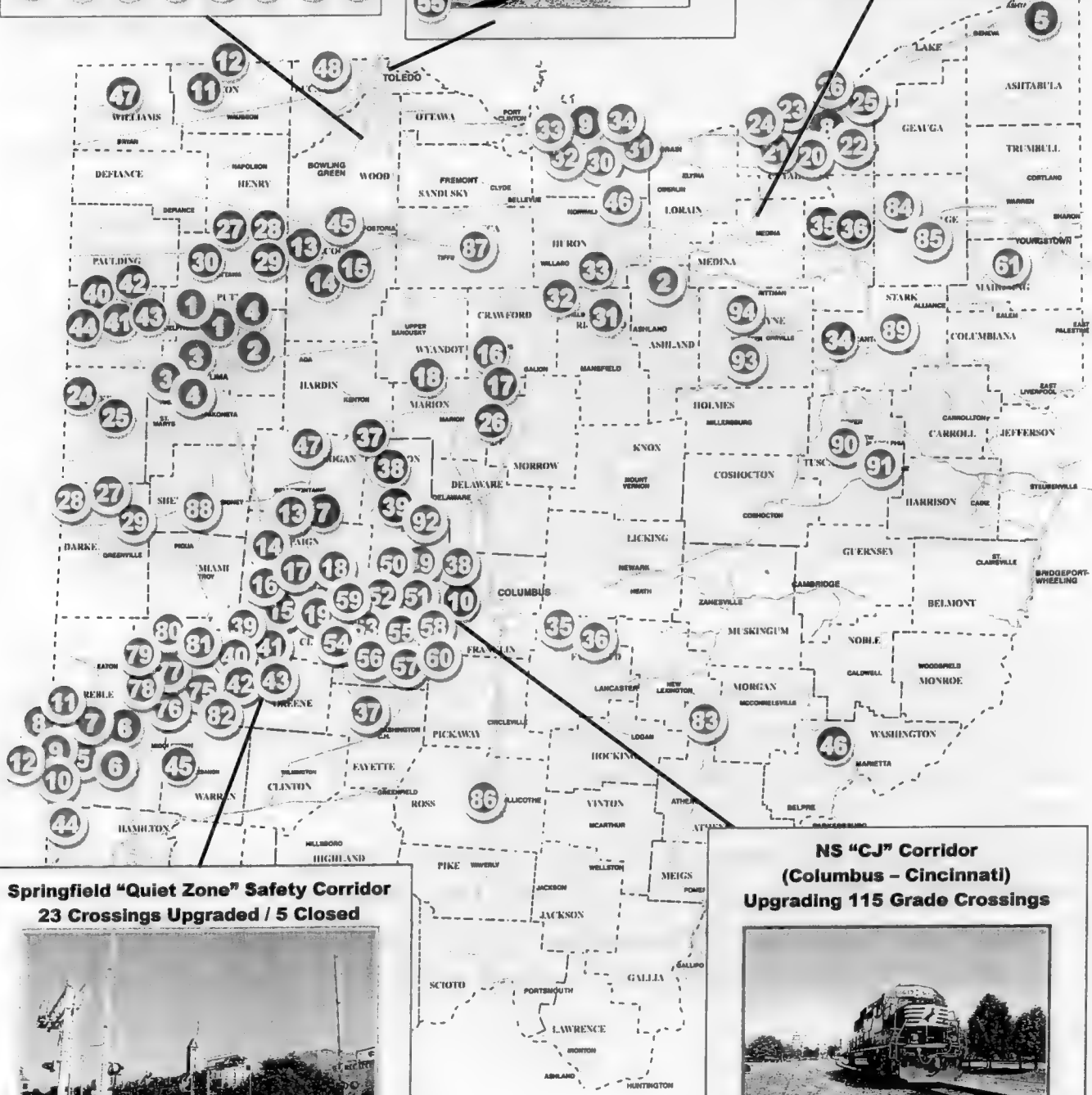
Wood County Crossing Upgrades & Closures



Perrysburg Consolidation 3 Crossings Upgraded / 3 Closed



Medina County Lights & Gates



Springfield "Quiet Zone" Safety Corridor 23 Crossings Upgraded / 5 Closed



NS "CJ" Corridor (Columbus - Cincinnati) Upgrading 115 Grade Crossings

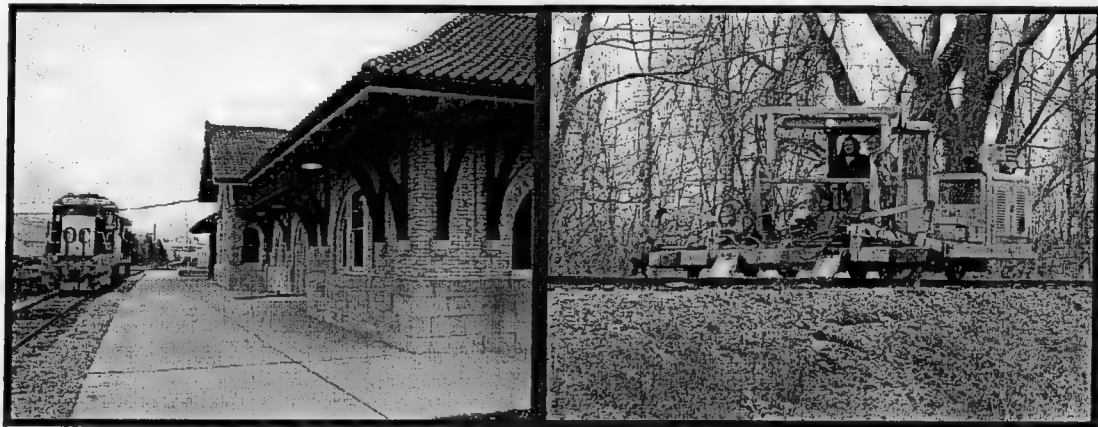


— Rail Network
① Project Locations

2009-2010 Freight Projects of Note

2009

1. **Warren & Trumbull Railroad Re-Opening:** \$300,000 grant to reopen a 2.5 mile out-of-service section of rail line to serve Warren Steel and leverage nearly \$2 million in company funds as well as grants from the Mahoning Valley Economic Development Corporation and Ohio Department of Development.
2. **W&LE Akron Sub Safety Corridor:** Resurfacing and signal upgrades to 10 grade crossings between Akron and Medina. ORDC grant of \$175,000 matches funds from the Wheeling & Lake Erie Railroad. Project increases safety along a corridor where train speeds were increasing to 40 MPH.
3. **Columbus & Ohio River Railroad Mt. Vernon Line Track Rehabilitation:** Provided \$417,367 toward replacement of additional ties and other track work on branch line that serves two large shippers employing 205 people.



Mt. Vernon Line Track Rehabilitation

4. **City of Greenfield – Midland Line Rehabilitation:** ORDC grant of \$210,000 leveraged \$50,000 from City of Greenfield (Highland County) to install new ties and make other repairs to improve service on rail line serving three companies and helping preserve over 1,044 rail-dependent jobs.
5. **Ohi-Rail Minerva Line Tie Project:** \$16,000 grant enabled installation of new ties on a rail line serving two new customers employing a total of 75 people.
6. **Maumee & Western “Hot Starts”:** ORDC loan up to \$90,000 for purchase of three “hot start” units for installation on three diesel locomotives to reduce exhaust emissions.
7. **Lawrence County Port Authority/ Chatham Steel:** ORDC grant of \$80,000 for rail improvements to allow Chatham Steel to operate distribution center within Point Industrial Park at South Point, Ohio.

8. **Indiana & Ohio Railway Blue Ash Line Rehabilitation:** ORDC grant of \$251,449 to cover 50% of costs to replace up to 4,070 ties, upgrade eight rail turnouts (switches), surfacing and other track-related work.
9. **WESTCO Springfield to Washington Courthouse Line:** ORDC grant of \$200,000 and loan of \$400,000 leveraging \$50,000 to Rehabilitation 10 miles of track serving several major shippers and an Ohio Job-Ready Development site.



WESTCO-Owned Line at Jeffersonville

10. **RJ Corman Western Ohio Lines Bridge Improvements & Track Work:** ORDC grant of \$163,070 to match railroad funding for Rehabilitation of railroad bridge approaches, bridge deck replacement, concrete repairs and cross-tie replacement.
11. **Ashland Railway Bridge Deck Replacement:** ORDC grant of \$50,000 to match railroad funds for replacement of bridge deck and walkway.
12. **Maumee & Western Railway Defiance Yard Phase II and Select Track Rehabilitation:** ORDC grant of \$225,000 to continue upgrades for the railroad's main yard at Defiance, correct severe water drainage problem and repair approximately one mile of track.
13. **Ohi-Rail & Piney Fork Line Bridge Decks Phase II:** ORDC grant of \$25,000 to complete bridge repairs.
14. **Indiana & Ohio Railway Midland Subdivision Rehabilitation:** Phase I grant of up to \$230,000 leveraged railroad funds to rebuild three grade crossings and rehabilitation track to facilitate better rail movement of unit grain trains, increase track speeds and preserve 115 jobs at 4 local businesses.
15. **Cleveland Commercial Railroad / Randall Secondary Improvements:** ORDC grant of \$110,000 leveraged railroad funds for start-up of service by re-opening rail line between Solon and Mantua, which had been out of service since the 1990's. Line serves 34 potential new customers, including Sherwin-Williams Corporation, Giant Eagle and Nestle (food products) as well as a scrap metal operation and railroad materials company.

2010

- 16. New Horizons Baking Company (Norwalk, Ohio):** ORDC loan (\$50,000) completes funding package of local funds and grant dollars from the Ohio Department of Development to build new rail spur to bakery and preserve 110 jobs.
- 17. Indiana & Ohio Railway Midland Subdivision Phase II Track Rehabilitation:** ORDC grant (\$200,000) to help eliminate track "slow orders," facilitate unit grain train interchange, reduce operating costs and help 4 businesses employing 115 people.



- 18. Bellaire Harbor Services Transload Facility:** (Grant of up to \$80,000) Repair and relocation of rail spur to improve rail/barge trans-loading of stone and other materials at Ohio River port facility. Project preserved 38 jobs and created 5 new jobs by helping create new market for stone products and road salt shipment.
- 19. Ohio Basic Minerals Grade Crossing:** ORDC grant (\$30,000) and loan (up to \$120,000) leveraged OBM's dollars to install gates and lights at a new grade crossing on a new rail spur to the OBM facility. Project helps retain 7 jobs and creates 30 new jobs by increasing carloadings of sand and gravel.
- 20. Mercer Landmark Elgin Elevator Track & Rail Line Rehabilitation:** \$100,000 ORDC grant leverages Mercer Landmark funding of \$253,165 to establish a rail interchange track for unit train movements of grain. Project helped facilitate rehabilitation of 2.5 miles of track by CSX, create new connection for RJ Corman Railroad and increase profits to local farmers by an estimated 8-cents per bushel.
- 21. Lancaster Industrial Track Rehabilitation:** ORDC grant (\$114,310) matches identical railroad funding (Indiana & Ohio Railway) to rehabilitate 3.5 miles of track to improve rail safety and service to shippers currently employing 300 people.
- 22. Ohi-Rail/Piney Fork Line Bridge & Crossing Repair:** ORDC grant (\$94,137) is leveraged with railroad funds (\$20,000) to make repairs to two rail bridges and resurfacing of a grade crossing in the community of Amsterdam. Project preserves service to 2 rail shippers and improves safety along the rail line.
- 23. Ashland Railway Mansfield to Willard Line Rehabilitation:** ORDC loan (\$280,000) is leveraged with railroad dollars (labor and equipment) to upgrade 9 miles of track that provide critical interchange connection to CSX yard at Willard. Project allows higher track speeds, reduced crew costs from slower speeds and improves service to 14 rail shippers that employ 2,234 people.

- 24. Indiana & Eastern Railway Bridge Repairs:** ORDC grant (\$100,000) matched by the railroad to make repairs to 5 bridges along Ohio portion of rail line. Project allows consistent 20 MPH service on the line to two Ohio shippers employing 125 people. It also improves prospects for attracting new customers at several sites along the Ohio section of the rail line.
- 25. Ohio Central Swing Bridge Repair:** ORDC grant (\$131,015) matches railroad funding to make repairs to the 102 year old Zanesville swing bridge over the Muskingum River. Project maintains river as a navigable waterway for boaters (mandated by federal law), as well as maintaining a critical link for the railroad for the movement of coal from mines in Athens and Perry counties to the AEP Conesville Power Plant and the movement of other freight.
- 26. W&LE Maumee River Swing Bridge Repair:** Matching funds from ORDC and Wheeling & Lake Erie Railroad (\$155,000 each) to make repairs to century old bridge spanning a portion of the Maumee River that is navigated by ocean-going and lake ships and barges. The rail bridge also provides strategic connections to both Canadian National and Ann Arbor Railroads for the W&LE. Project allows cost-effective service to shippers to continue by preventing breakdowns to the bridge mechanisms that could disrupt service.
- 27. City of Lebanon / LM&M Scenic Railroad:** ORDC grant (\$25,000) leverages \$50,000 in funding from the City of Lebanon to begin work on a three-year rehabilitation of the city-owned rail line. The track is used by Lebanon, Mason & Monroe Scenic Railroad, which brings an estimated \$1.7 million annually into the local economy from spending by over 50,000 riders per year.
- 28. Deltech Polymers Rail Turnout Reinstallation & Rail Spur Rehabilitation:** ORDC loan (\$337,457) and grant (\$24,000) package reinstalls rail turnout from CSX and rehabilitates on-site rail to re-open service to previously "mothballed" plant at Troy, Ohio. Project helps put plant back in operation and creates 12 new jobs and the potential for more jobs.
- 29. Island Aseptics Rail Spur:** Combined grants from ORDC (\$72,415) and the Appalachian Regional Commission (\$72,415) to build a new 550 foot rail spur to facilitate a \$12.5 million expansion of manufacturing of drinks and food products. Project retains 68 jobs and creates 100 new jobs in an area beset by high unemployment.
- 30. RJ Corman Cleveland Line Rehabilitation:** Second phase rehabilitation of the 48.8 mile Warwick to Uhrichsville line funded through ORDC grant (\$172,880) and identical match from the railroad. Project improves rail line serving 14 rail-dependent shippers & employing over 600 people, and enables long-term plans to raise track speeds to further improve service.

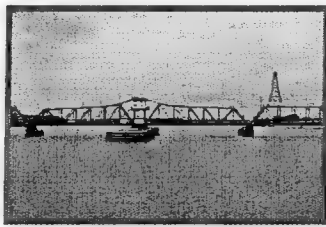


(Fred Stuckmann Photo)



2009-2010 ORDC Freight Project Map

Lucas County (Toledo)

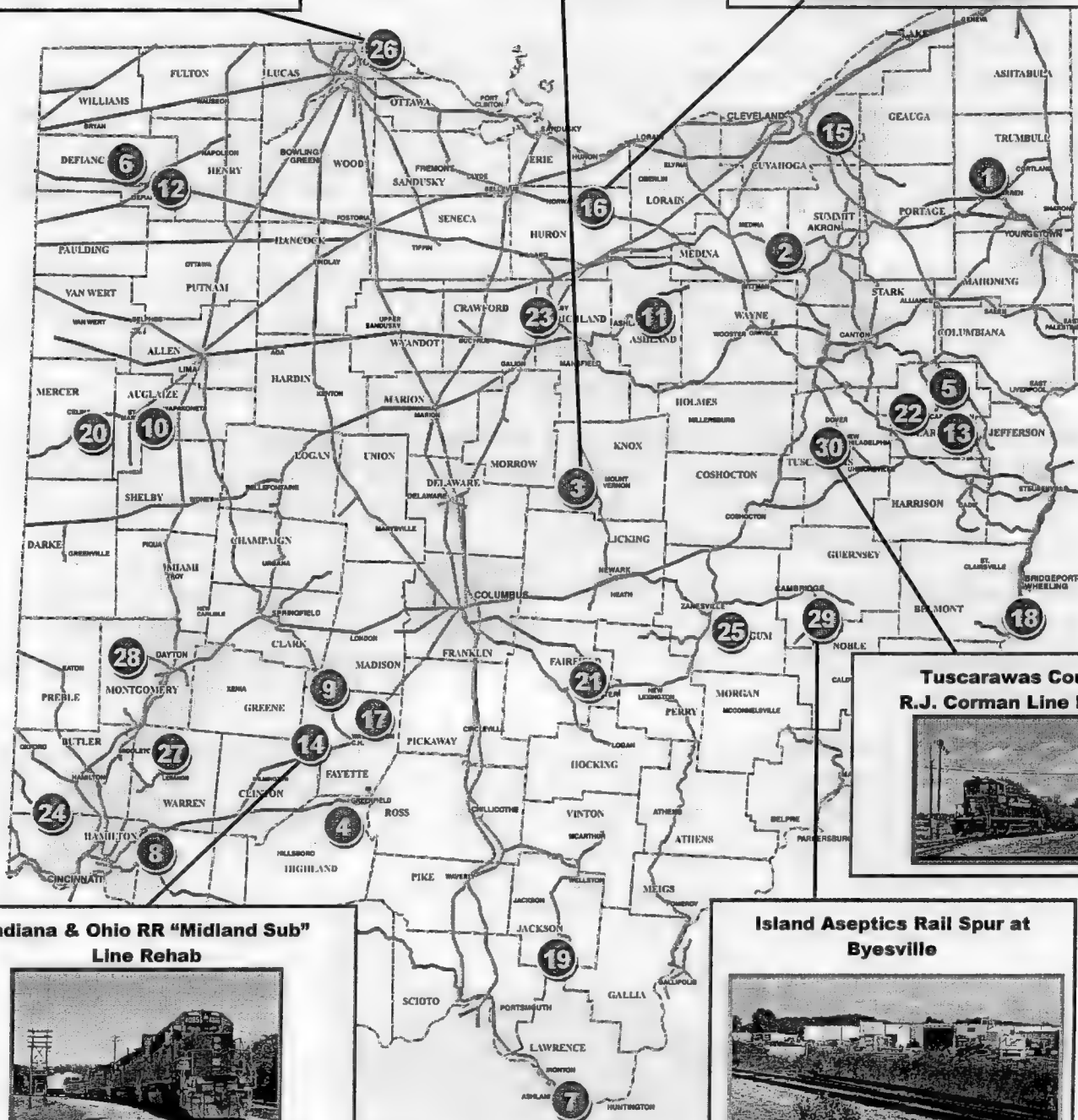


Maumee River Swing Bridge

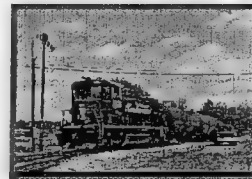
Ohio Central RR Mt. Vernon Line Track Rehabilitation



Huron County (Norwalk) New Horizons Baking Company Rail Spur



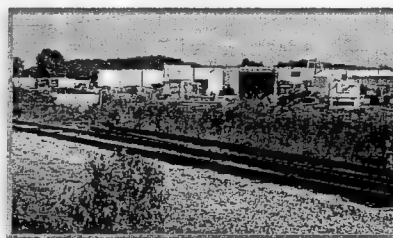
Tuscarawas County R.J. Corman Line Rehab



Indiana & Ohio RR "Midland Sub" Line Rehab



Island Aseptics Rail Spur at Byesville



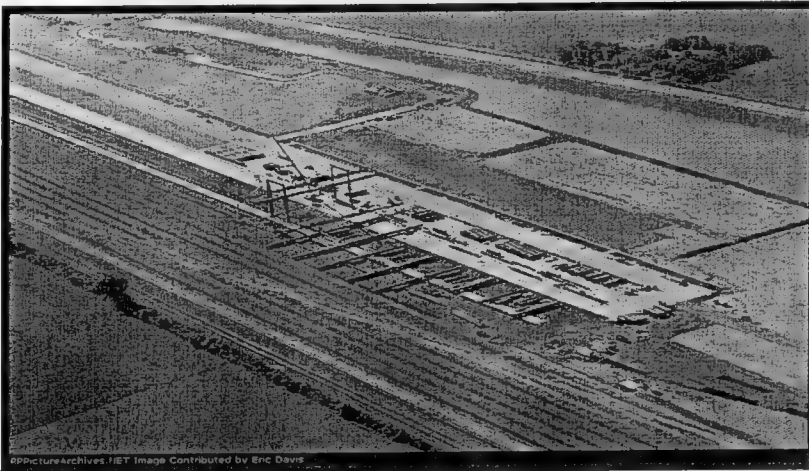
— Rail Network
① Project Locations

Projects Beyond the Budget

(Projects Funded Through Federal Programs or Appropriations)

In addition to projects undertaken through ORDC's grant and loan programs, an array of rail projects are being advanced with awards of federal funds.

CSX "National Gateway" (Phase 1): ORDC is the administrative sponsor for the \$98 million TIGER Award for the North Baltimore (OH) to Chambersburg (PA) double stack clearance project.



With anticipated freight growth of 70 percent over the next two decades, the National Gateway is a timely and critical investment in our transportation infrastructure."

—Ohio Governor Ted Strickland

Construction at CSX Intermodal Yard at North Baltimore, Ohio

The Ohio components of the project include \$60 million in clearance projects and \$175 million in terminal capacity development, including a new intermodal yard at North Baltimore. Funding includes \$10 million from the State Logistics and Distribution Program.

Overall, the National Gateway consists of more than \$842 million in rail infrastructure and intermodal terminal projects along three corridors: I-70/I-76/I-80 between Washington, D.C. and Northwest Ohio, the I-95 corridor between North Carolina and Baltimore, and the I-40 corridor between Wilmington and Charlotte, North Carolina. Phase 1 of the project is scheduled for completion in 2012.

The 18 Ohio clearance projects include bridge removals and/or replacements, bridge raisings, and lowering of tracks. Among them are ORDC-administered ARRA projects at:

- Mud Lake Road, Bridge Replacement: (\$1.7 Million)
- Park Street, Bridge Removal: (\$715,000)
- Knapp Road & Rock Springs Road, Bridge Replacements: (\$7 Million)
- 5th Street, Bridge Replacement: (\$2.2 Million)
- Interlockings at Kent & Ravenna: (\$9.4 Million)

NS Double Stack Container Clearance: Columbus-Cincinnati Corridor Extension of the Columbus-Port of Norfolk, Norfolk (VA) Heartland Corridor Project

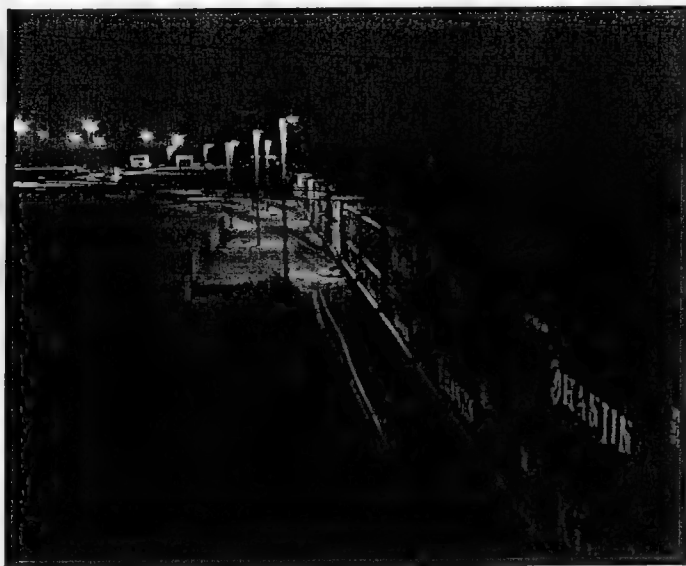


Photo: First Double Stack Train Arrives at Rickenbacker Intermodal Yard on September 10, 2010

"Double stack clearance projects are essential because they remove trucks from the I-71 and I-75 corridors in southwest Ohio. It also reduces air pollution and congestion while improving our ability to compete in global markets. OKI is proud to have originated the partnership with Norfolk Southern and ORDC that delivers so many benefits."

— Mark Policinski, OKI Executive Director

The project consists of mitigation of five rail line impediments between Rickenbacker and Sharonville and on-site improvements at the Rickenbacker Terminal that when complete will allow for the movement of double stack intermodal container trains between Columbus and Cincinnati.

The project facilitates the diversion of freight traffic from trucks to rail by improving the intermodal service to Sharonville which currently comes into Cincinnati from the south. NS estimates that this project will eliminate 79,454 truck trips and over 13 million truck miles traveled statewide.

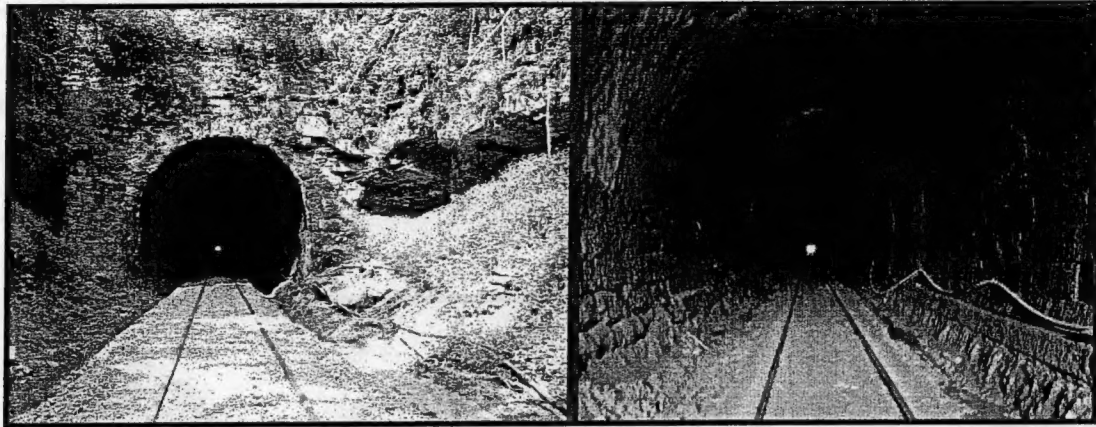
The nearly \$6.1 million project is funded in part with \$3.6 million from the American Recovery & Reinvestment Act, along with matching funding from Norfolk Southern and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI).

ARRA-Funded Projects

Other ORDC-administered ARRA freight projects include:

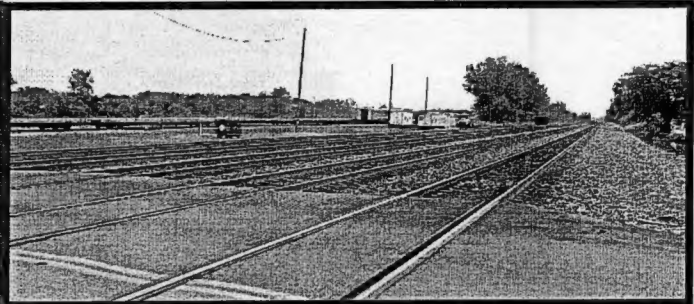
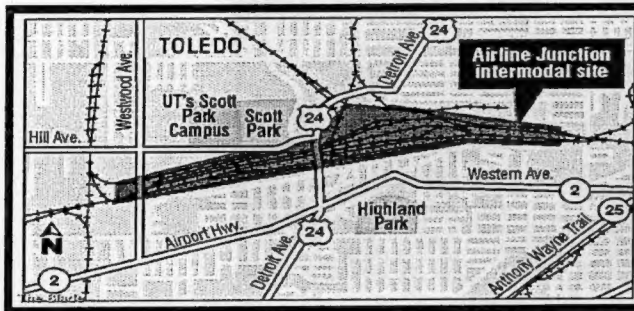
- **Camp Chase Railroad Bridge Rehabilitation: (\$300,000)** Rehabilitation of a rail bridge that carries short line railroad connecting a major agri-business, ethanol plant and printing plant for the *Columbus Dispatch* to major Class-1 railroads.
- **Cleveland Works Railroad: (\$67,000)** Rehabilitation to help reduce derailments and provide reliable service.
- **RJ Corman Western Lines: (\$1.3 Million)** railroad tie replacement and related track work to improve rail service and reliability to customers.
- **City of Jackson Rail Line Rehabilitation: (\$2 Million)** new railroad ties, ballast and rail, and rehabilitation of an industrial spur.

- **State-Owned "Panhandle Line": (\$7 Million)** track, bridge and tunnel rehabilitation.



Gould Tunnel Rehabilitation (Panhandle Line)

- **W&LE Akron-Canton Track Rehabilitation: (\$1.2 Million)** track, tie and ballast improvements.
- **NS Airline Yard: (\$6.5 Million)** Modernization and streamlining of yard to better handle intermodal freight and reduce bottlenecks.



NS Airline Yard (Map Courtesy: Toledo Blade)

- **West Central Ohio Port Authority Track Rehabilitation: (\$1 Million)** improving bridge and track condition on rail line to major agri-shippers and Ohio Job-ready site.
- **City of Medina-Owned Railroad Track Rehabilitation: (\$950,000)** replacement of rails, ballast, grade crossing surfaces and other corridor improvements.
- **City of Youngstown / Brier Hill Industrial Park / V&M Steel: (\$16.5 Million)** construction of on-site rail infrastructure to future and current manufacturers to provide efficient rail service.



"It shows the progress we have made and will continue to make as the country comes out of a recession and business investment increases."— Walt Good, Vice-President, Youngstown-Warren Regional Chamber of Commerce

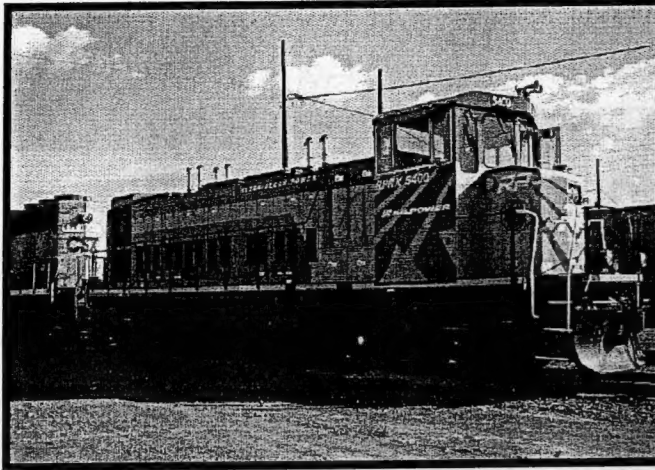
- **Shipyard Rail Spur (Toledo/Lucas County Port Authority): (\$400,000)** construction of a 300-foot rail spur to enable direct connection for steel and other material deliveries by rail to the Toledo Shipyard.
- **General Cargo Rail Loop (Toledo/Lucas County Port Authority): (\$6.4 Million)** repair and replacement of the dock rail to increase capacity and efficiency for the General Cargo facility at the Port of Toledo.



Port of Toledo Railroad (Photo Courtesy: Toledo-Lucas County Port Authority)

Other Federally-Funded Projects

- **NS Portsmouth Car Shop Project:** Rehabilitation of building at Norfolk Southern's Portsmouth yard to re-open a rail car repair shop. ORDC is administering a \$73,500 US HUD grant to complete funding of the over \$3.2 million project.
- **CMAQ Grant/ Re-powered Locomotives:** ORDC is administering over \$2.6 million in federal Congestion Mitigation and Air Quality grant funds from the Ohio-Kentucky-Indiana (OKI) Council of Governments for the purchase of two energy and emissions-efficient "Gen-Set" locomotives for yard work in a Cincinnati area rail yard. Project will reduce air pollution by over 110 tons a year, as well as reduce fuel costs to the Central Railroad Company of Indiana (CIND) by 35% per unit. Project also enables CIND to continue cost-effective freight operations that produce 3,500 carloads annually and remove truck traffic from local roadways.
- **Diesel Emissions Reduction Grants (DERG) Program:** ORDC is the public sponsor and administrator for the first two rounds of Ohio Department of Development's DERG program directed at projects where new or retro-fitted locomotives can be purchased to reduce "point-source" diesel emissions in local freight rail yards.



New "Gen-Set" Emission Efficient Locomotive



Re-powered Locomotive

ORDC sponsored applications from the Indiana & Ohio Railway (RailAmerica), RJ Corman Rail Lines, CSX and the Wheeling & Lake Erie Railroad for either new (Gen-Set) or repowered locomotives, or "Hot Start" or auxiliary power technology to be retro-fitted on existing locomotives. The technology allows a locomotive to be shut down instead of remaining on idle to keep the diesel engine warm enough to use.

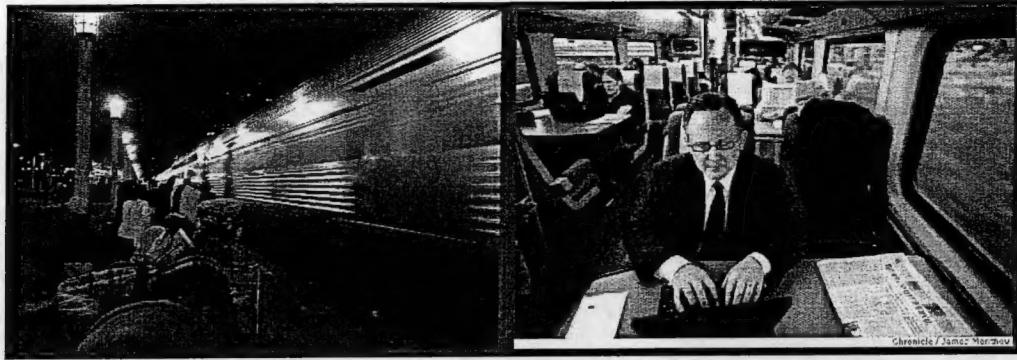
Gen-Set technology allows a locomotive to be operated on a combination of battery and diesel power to reduce both fuel consumption and emissions of particulate matter and NOx (nitrogen oxide).

The DERG program awarded a total of \$9,507,356 in grant funds, leveraging \$2,626,840 in funding from the railroads.

<u>Railroad</u>	<u>Project</u>	<u>DERG (80%)</u>	<u>RR (20%)</u>
W&LE	Auto Start/Stop for 16 locomotives	\$140,643	\$35,161
Cleveland Works RR	Hot Starts for 28 locomotives	\$427,523	\$106,881
I&O Railway	Auxiliary Power Units for 24 locomotives	\$813,216	\$203,304
RJ Corman Lines	Purchase of Ultra-low Emission locomotive	\$1,278,774	\$319,694
CSX	Repower 4 locomotives	\$4,600,000	\$1,400,000

3C "Quick Start" Passenger Rail Plan

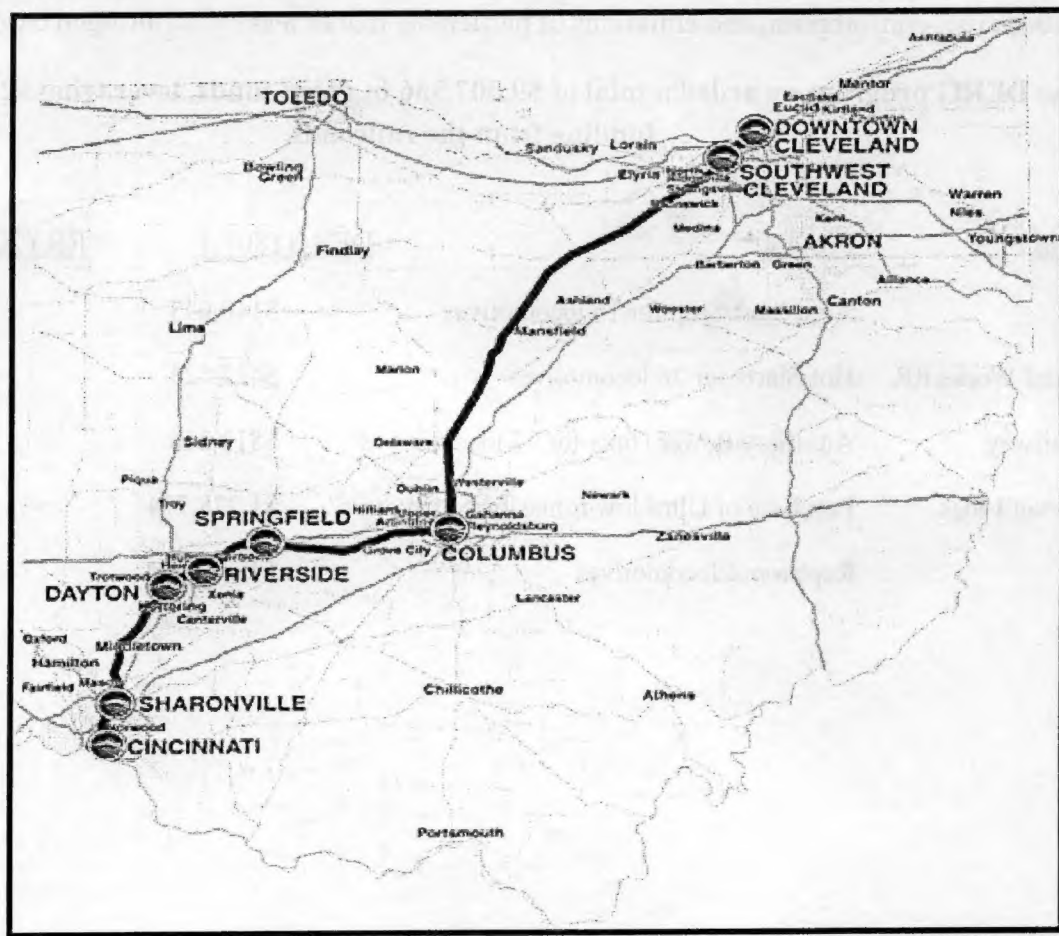
(\$400 million USDOT High Speed Intercity Passenger Rail Grant)



Ohio's 3C "Quick Start" Passenger Rail Service will connect the 256 mile Cleveland, Columbus, Dayton and Cincinnati corridor with daily 79 MPH passenger train service. A total of eight station stops have been identified as designated on the map below.

Consistent with ORDC's mission, our passenger rail development efforts have involved participation by the host freight railroads in the planning process.

The next steps for ORDC include continued coordination with host railroads (CSX, Norfolk Southern and Rail America), selection of an operator and selection of passenger rail equipment.



3C Route Map